

16 Jul 02

DEPARTMENT OF THE AIR FORCE
Air and Space Basic Course (AETC)
Maxwell Air Force Base, Alabama 36112

LESSON PLAN

A2140-OBSTACLE COURSE

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RECORD OF CHANGES

CHANGE NUMBER	REMARKS
New Lesson Plan (16 Jul 02)	

SUMMARY OF CHANGE

EDUCATIONAL GOALS

A2000 Area Objective: Apply leadership skills to influence and direct people and resources to accomplish the mission.

A2100 Phase Objective: Apply personal wellness skills.

A2200 Phase Objective: Apply effective Teambuilding and Problem Solving skills.

A2140 Obstacle Course

Lesson Objective 1: Demonstrate personal wellness skills in a physical activity.

Sample of Behavior:

(F) 1.1 – Use appropriate personal wellness skills taught throughout the ASBC experience.

Lesson Objective 2: Apply effective teambuilding skills.

Sample of Behavior:

(F) 2.1 – Use appropriate teambuilding skills taught throughout the ASBC experience.

Lesson Objective 3: Apply the principles of the ASBC problem-solving model.

Sample of Behavior:

(F) 3.1 – Use the ASBC problem-solving model to solve a problem with the stated ROE.

Lesson Description: This period of instruction will consist of students completing 15 obstacles in a time-pressured situation.

Prerequisites:

Lesson A2120 – Healthy Warrior Lesson Plan

Lesson A2210 – Fundamentals of Teambuilding and Problem Solving

Preparation:

Participate in the Physical Readiness Training (PRT) sessions.

Optional: N/A

Rationale/Linkage: This lesson provides an opportunity for the students to apply the concepts of problem solving and communication in time-pressured situations at the Obstacle Course site. It also gives them the opportunity to demonstrate how the concepts learned in the PRT relate to the obstacle course. Students will practice and observe problem-solving methods, communication, teambuilding, and motivation techniques in a small group. They will also assess their role and how they react to both the flight and the time-pressured situations.

INSTRUCTIONAL PLAN

1. TITLE AND LENGTH OF LESSON: A2140 Obstacle Course (1:00)

2. RELATION TO OTHER INSTRUCTION: This exercise is an opportunity for the students to apply the skills taught in A2210-Fundamentals of Teambuilding and Problem Solving, A2130-Physical Readiness Training (PRT), to the obstacle course.

3. GENERAL METHOD OF INSTRUCTION:

a. Presentation Method: Outdoor exercise

b. Time Outline:

Segment Time	Total Time	Description
0:15	(0:15)	Introduction
0:30	(0:45)	Execution
0:15	(1:00)	Feedback

c. Instructor Preparation

- Review Exercises
- Review PRT Video

d. Prerequisites

- A2110-Healthy Warrior Lesson Plan
- A2130-Physical Readiness Training (PRT) Lesson Plan
- A2210-Fundamentals of Teambuilding and Problem Solving Lesson Plan
- PRT Video

e. Student Preparation

- Show at the scheduled time
- Review Video and PRT/Obstacle Course binder

f. Strategy: The Obstacle Course will consist of 15 obstacles. Each flight will put together teams to run the course according to the rules of engagement (ROE's) located in the PRT/Obstacle Course binder located in each classroom. Each flight commander will watch his/her flight as they go through the obstacles paying close attention for feedback items. The students will be scored on the system set up by the Obstacle Course Committee.

4. DETAILS OF INSTRUCTION

{Instructor notes:

- *Check the schedule no later than 1 day prior to determine what time your flight will be picked up by the bus and what start time they have for the Obstacle Course*
- *Team Challenge Committee will be provide a copy of the obstacles and Rules of Engagement (ROE's)/Scoring*
- *Ensure you have the student line-ups for each obstacle}*

a. Introduction 0:15 (0:15)

Prior to the start of the Obstacle Course

- Ensure your flight has completed warm-up exercises prior to running the course (See synopsis of exercises in PRT binder)
- Brief your flight on safety guidelines (See Atch 3-1)
- Give the flight a good time hack

b. Execution 0:30 (0:45)

- Start your flight at the appropriate time
- Follow along with the flight watching for SAFETY at all times
- Monitor students for any rules violations
- Ensure student safety reps are positioned properly at each obstacle
- Keep the students on time
- Flights cannot start an obstacle until all student safety reps are in place
- At the end of the course, ensure students clear the last obstacle (for safety purposes)

c. Feedback 0:15 (1:00)

- Review Feedback questions
- Provide comments on leadership, communication and teamwork strengths and weaknesses

d. Scoring

- To be determined

O-COURSE GENERAL GUIDANCE

SAFETY:

-- Due to the risk associated with negotiating the obstacle course, safety is paramount. Faculty members have been trained to serve as safety observers for the ASBC obstacle course and any safety instruction issued by a member of the staff should be followed immediately. Failure to follow instructions could result in serious injury. **Safety observers reserve the right to remove any student from further participation for failure to follow written or verbal safety instructions.**

COURSE EXECUTION:

-- This course is executed for a timed score. Students may move quickly between obstacles, however, all obstacles will be executed in a controlled manner. Students are considered to be executing the obstacle from the moment they enter the pit until the moment they exit the pit after completing the obstacle or when exiting the obstacle after failing to negotiate the obstacle. The faculty safety observer will determine excessive risk taking or failure to maintain a controlled execution of an obstacle.

-- Flights will not begin executing the course until instructed to do so by the course monitor/starter. While executing the course, students may not proceed to the next obstacle until all flight members have completed the previous obstacle. When proceeding to the next obstacle, those students not scheduled to participate in that particular obstacle (i.e. safety spotters) should proceed to the side of the obstacle or other point away from the obstacle's starting point. This is to help the faculty safety observer identify the student safety spotters.

-- Student safety spotters **will not** assist flight members negotiating the obstacle for any reason other than safety. The eight students negotiating the obstacle may lend assistance to each other, provided the instructions for the obstacle does not prohibit student assistance. Students engaged in the obstacle may not violate any written instructions or guidance issued by the safety observer.

-- While motivation and encouragement of flight members is permitted, students should ensure the noise level does not preclude the flight's ability to hear instructions issued by the faculty safety observer.

-- **Color Coding:** Throughout the course, colors are used on the obstacles to provide guidance while negotiating the obstacle. Those colors are red, blue and yellow.

RED-indicates that, while traversing that portion of the obstacle, the individual's head should be in the direction of the red color. This generally exists in areas where two individuals may be in the same area and could potentially kick the other in the head or upper body.

BLUE-indicates a starting or stopping point for the obstacle. When blue coloring is present, the individual's first point of contact with the obstacle and last point of contact with the obstacle must be in those locations.

YELLOW-indicates a potential hazard. Yellow areas must never be touched while executing the obstacle. These areas are primarily located in areas where heavy pieces of the obstacle, such as logs or beams, are free moving and could potentially injure a hand or foot in that area.

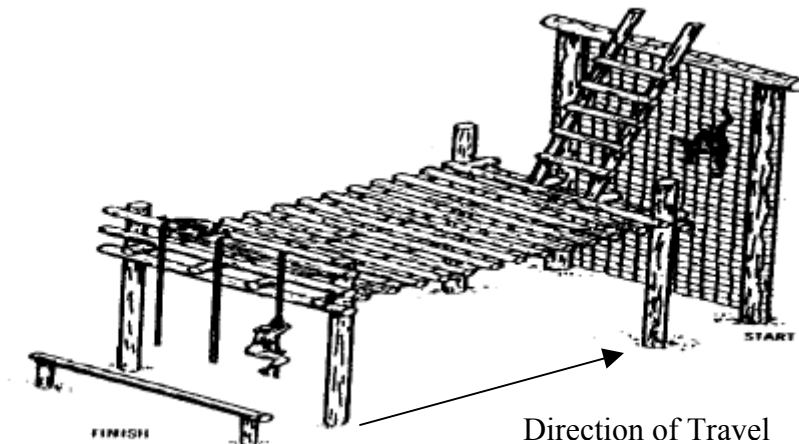
FLIGHTS NOT EXECUTING THE COURSE:

-- Any flight that is not actively executing the course (i.e. waiting to start or having already completed the course) should remain in the area around their assigned sun shelter. It is important that students remain in this area due to the number of personnel within the boundaries of the course. Excessive personnel moving in the areas outside of the shelters, and especially around the obstacles, may distract or interfere with students negotiating the course and may also detract from the staff's ability to monitor the course for safety. If, for any reason, a student needs to leave the assigned sun-shade (i.e. bathroom, minor injury, etc), use caution for flights executing the course and do not loiter in the vicinity of an obstacle.

-- At no time should any student not executing the course interfere or otherwise distract flights that are actively negotiating the course. Such behavior will not be tolerated, as it could result in serious injury should an accident occur.

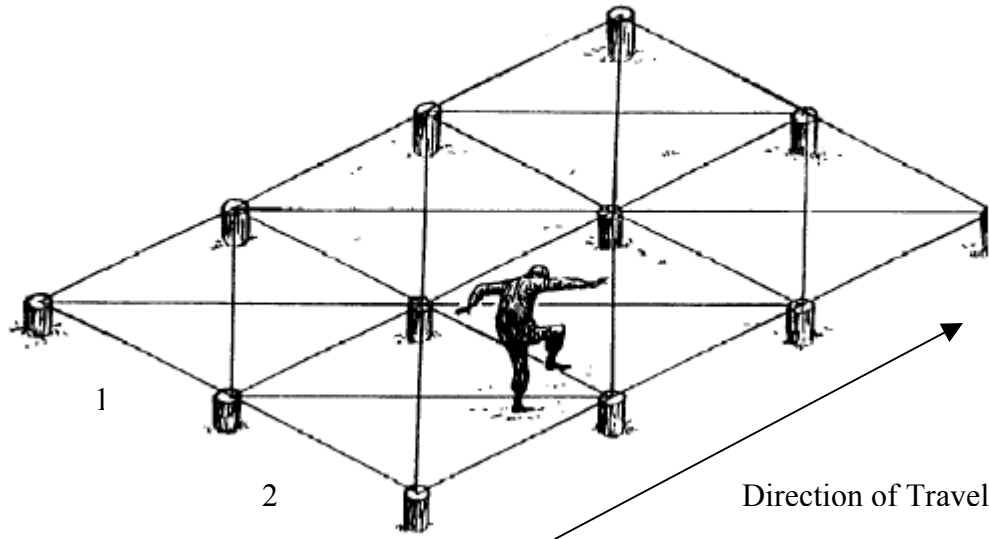
OBSTACLE NO. 1 - THE TOUGH ONE

“Difficult”



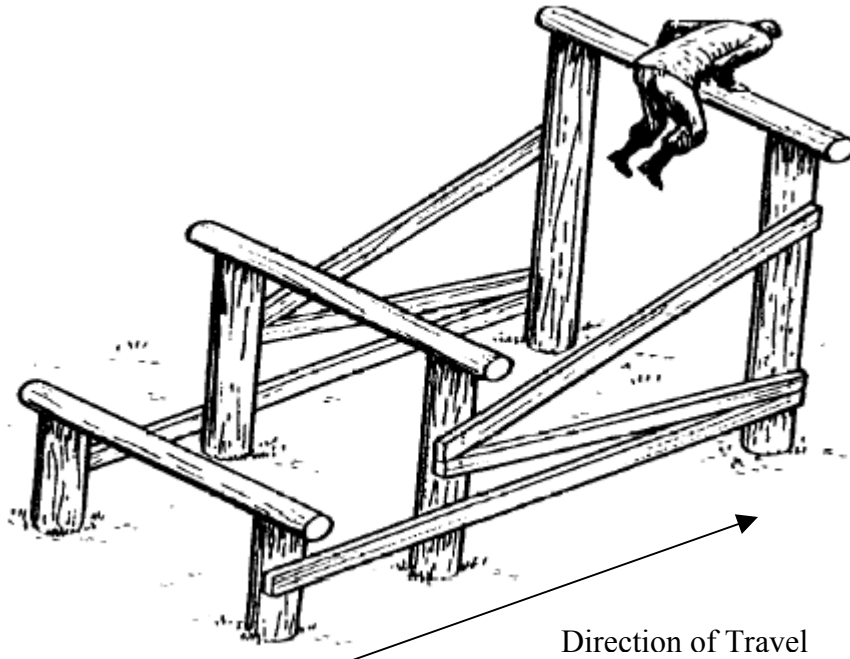
- 1. Completing the Obstacle:** Flight members must first climb the straight, knotted ropes at the beginning of the obstacle. Only one student may climb each rope at a time. Students waiting to climb the ropes may not enter the safety pit until the rope they intend to use is clear. After negotiating the top ledge, students should then proceed across the suspended bridge to the ladder. Only one student may climb the ladder at a time. Students must use one of the long, straight ropes adjacent to the cargo net to make the transition onto the net. Students may not use the long, straight ropes to rappel down the cargo net. However, the rope may be used in conjunction with the net for descending from the obstacle. A maximum of one student is allowed in either lane of the cargo net and no more than two students can be on the cargo net at any time. Upon reaching the landing pit, students must immediately exit the pit. **Students may not assist each other at any time on this obstacle!**
- 2. Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
- 3. Additional Ground Rules:** No student safety observer is allowed in the pit.
- 4. Safety Considerations:** The distance from bottom to top at the cargo net is **significant**. The flight members must be sure of their grip when negotiating this part of the obstacle. The flight members must also be careful when going across the suspended bridge. There is sufficient space for the flight members to fall through these beams to the safety fencing below. The flight members should not hesitate to advise the faculty safety observer if they should experience excessive difficulty with the obstacle.

OBSTACLE NO. 2 - TANGLE FOOT “Easy”



- 1. Completing the Obstacle:** The flight members must select a lane and step into each section in that lane.
- 2. Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
- 3. Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
- 4. Safety Considerations:** The flight member could trip over the ropes and possibly fall to the ground or onto one of the support posts. The flight member can safely complete this obstacle by ensuring a high step through each section in that lane.

OBSTACLE NO. 3 - THE DIRTY NAME
"Difficult"



1. **Completing the Obstacle:** The flight member must mount the lower log and jump to or reach higher logs in succession. The flight member must then go over the top log and drop to the ground. **Students may not assist each other at any time on this obstacle!**
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** N/A
4. **Safety Considerations:** No more than one flight member is allowed on the obstacle at the same time. If a flight member fails to gain sufficient height when jumping from the second tier to the top log, the flight member could strike his/her chest or fall back striking the first log. Therefore, care must be exercised. No faculty or student should be in the safety pit while an individual is negotiating the obstacle.

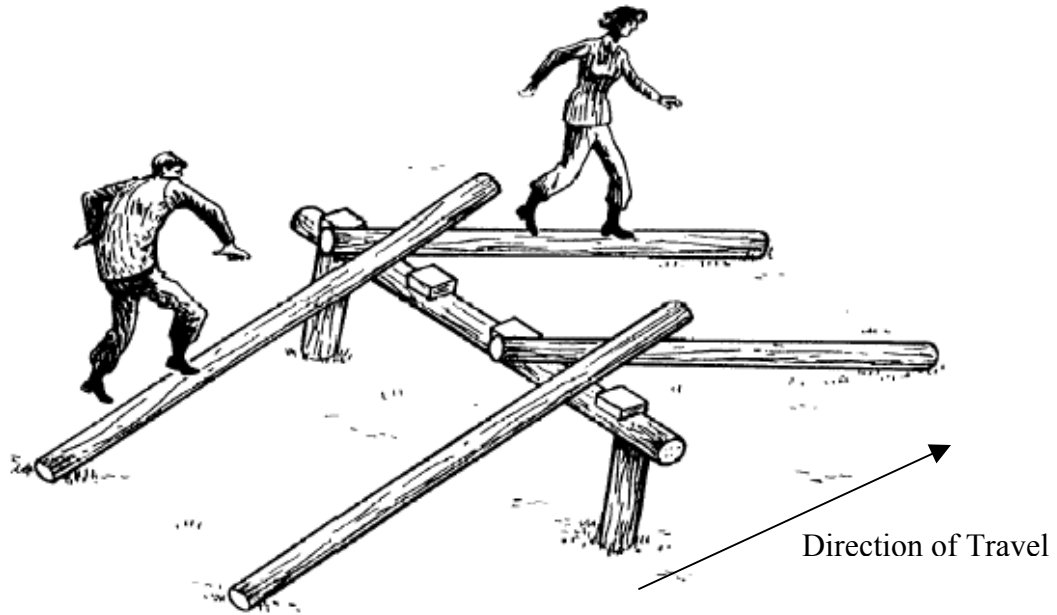
OBSTACLE NO. 4 - ISLAND HOPPER
“Easy”



1. **Completing the Obstacle:** The flight member must **STEP** from one log to another, from start to finish, without falling to the ground.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** If a flight member falls from a log before completing the obstacle, that flight member will discontinue the obstacle and exit the pit immediately. Only those flight members negotiating the obstacle are allowed in the pit. Safety observers and those who have completed the obstacle will remain outside. There is no maximum number of students allowed on the obstacle at a given time.
4. **Safety Considerations:** If a flight member tries to negotiate this obstacle too fast, loss of balance and falling off the log may occur and result in an injury. Students must also maintain awareness of the position of other flight members negotiating the obstacle.

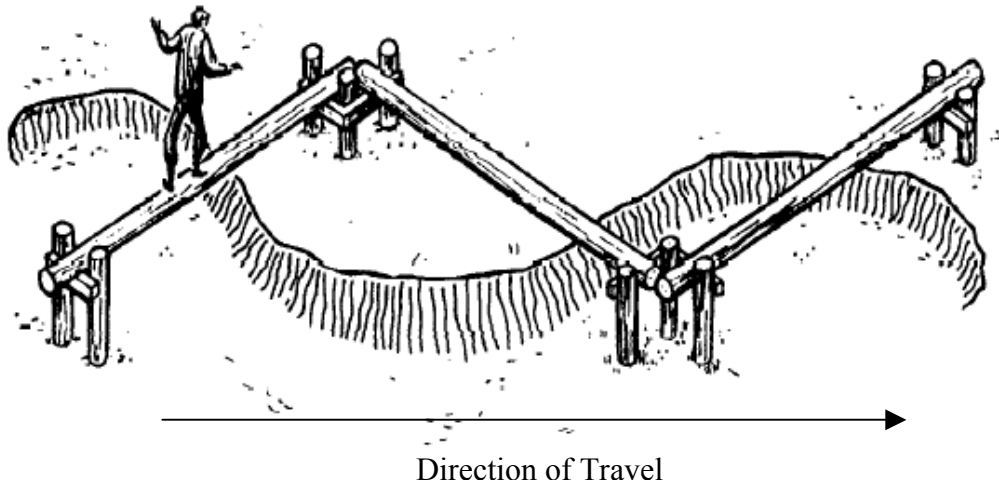
OBSTACLE NO. 5 - EASY BALANCER

“Easy”



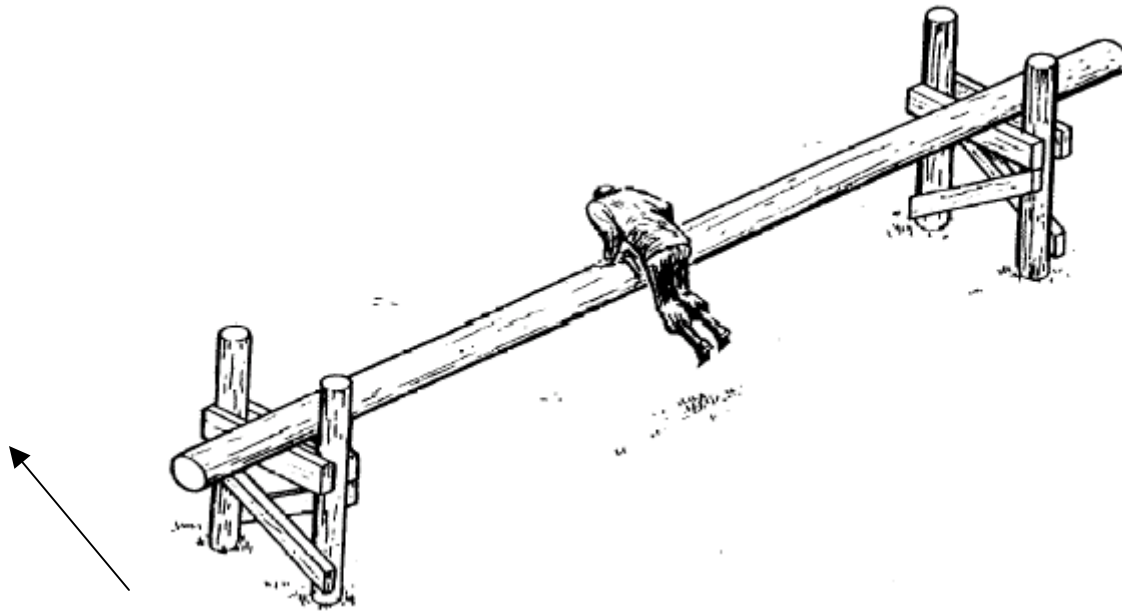
- 1. Completing the Obstacle:** The flight member must proceed up one inclined log and down another on the opposite side to the ground without falling to the ground. Hands may not be used to touch logs while negotiating the obstacle.
- 2. Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
- 3. Additional Ground Rules:** Only one flight member may occupy any log at a given time. If a flight member falls from a log before completing the obstacle, that flight member will discontinue the obstacle.
- 4. Safety Considerations:** The title of this obstacle is misleading because the logs at each side are at a steep grade that could cause loss of balance. The logs are also designed to roll in either direction. The flight member could fall to the ground or strike the horizontal log.

OBSTACLE NO. 6 - BALANCING LOGS
“Medium”



1. **Completing the Obstacle:** The flight member must proceed along the three logs without falling to the ground. After mounting the obstacle, hands may not be used to touch logs.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** If the flight member does not retain balance, a fall to the ground could occur. Use extra caution when transitioning between logs. Should a flight member step into a joint, a foot or leg could become lodged in that area, causing serious injury should that individual fall.

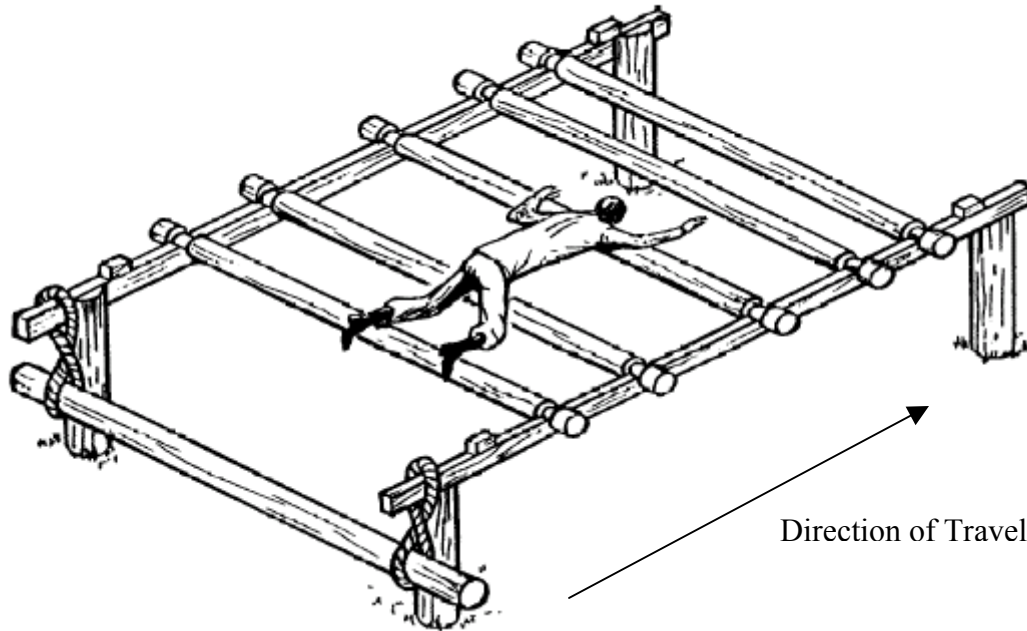
OBSTACLE NO. 7 - THE BELLY BUSTER
“Medium”



Direction of Travel

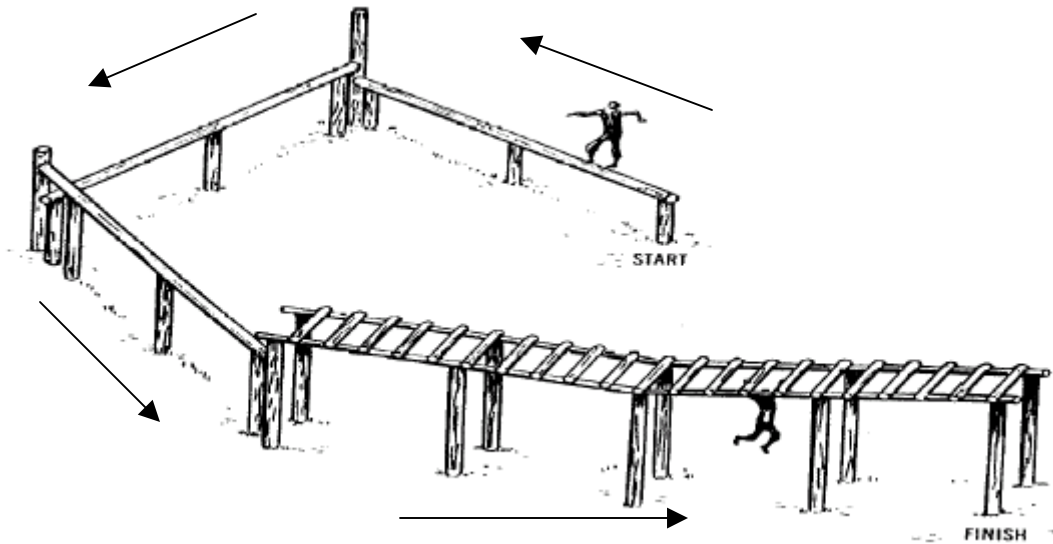
1. **Completing the Obstacle:** The flight member must vault, jump or climb over the horizontal log.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** No more than two flight members may negotiate this obstacle at any given time.
4. **Safety Considerations:** If the flight member does not gain the necessary height to go over the horizontal log, the flight member could strike his/her chest. When two flight members are negotiating the obstacle, care should be taken not to contact each other in a manner that might cause injury.

OBSTACLE NO. 8 - BELLY ROBBER
“Medium”



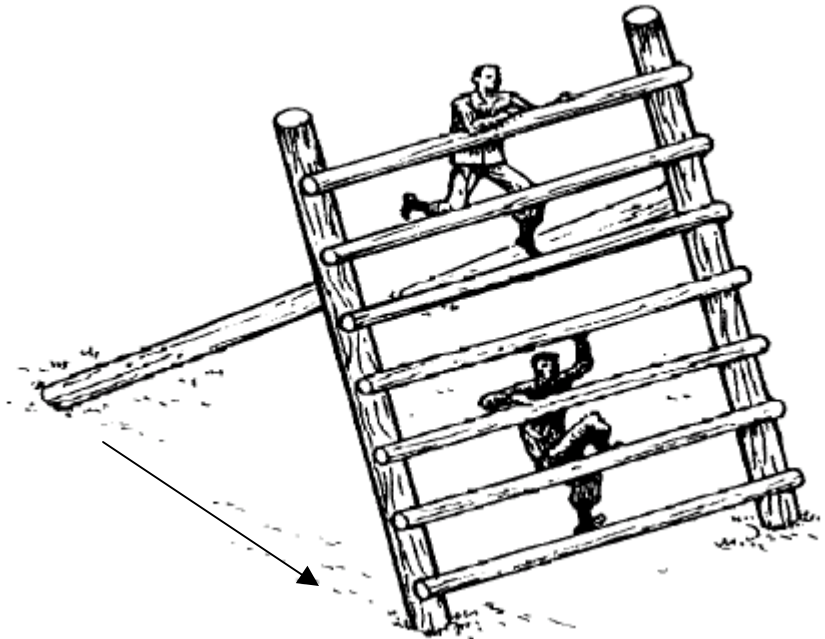
1. **Completing the Obstacle:** The flight member must step on the lower log at the entry point of the obstacle and belly crawl over all remaining logs without falling to the ground. Flight members must negotiate the obstacle on their belly.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** The flight member must roll the last log to touch at least one of the two restricting blocks at the exit point of the obstacle before dismounting the obstacle. If a member falls off, that flight member is finished on this obstacle.
4. **Safety Considerations:** No more than two flight members are allowed on any single log at the same time. If the flight member fails to reach or crawl to succeeding logs, a fall to the ground could possibly occur. These logs ARE NOT stationary. When multiple flight members are negotiating the obstacle, subsequent flight members should be aware of the actions of those ahead of them.

OBSTACLE NO. 9 - THE TARZAN “Difficult”



1. **Completing the Obstacle:** The flight member must mount the lower beam and proceed across the length of it and each successive higher beam until reaching the horizontal ladder without falling to the ground. Upon reaching the bars, the flight member must stand on the lower step before proceeding. Then, hanging by the hands, the flight member must negotiate the underside of the ladder to the end without falling to the ground. **Students may not assist each other at any time on this obstacle!**
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** Flight members must utilize the steps at the end of the bars to descend from the obstacle.
4. **Safety Considerations:** If a flight member does not keep his or her balance on the beams to the horizontal ladder, an injury could occur when falling to the ground. The bars of the horizontal ladder are stationary and do not turn with the swing of the flight member.

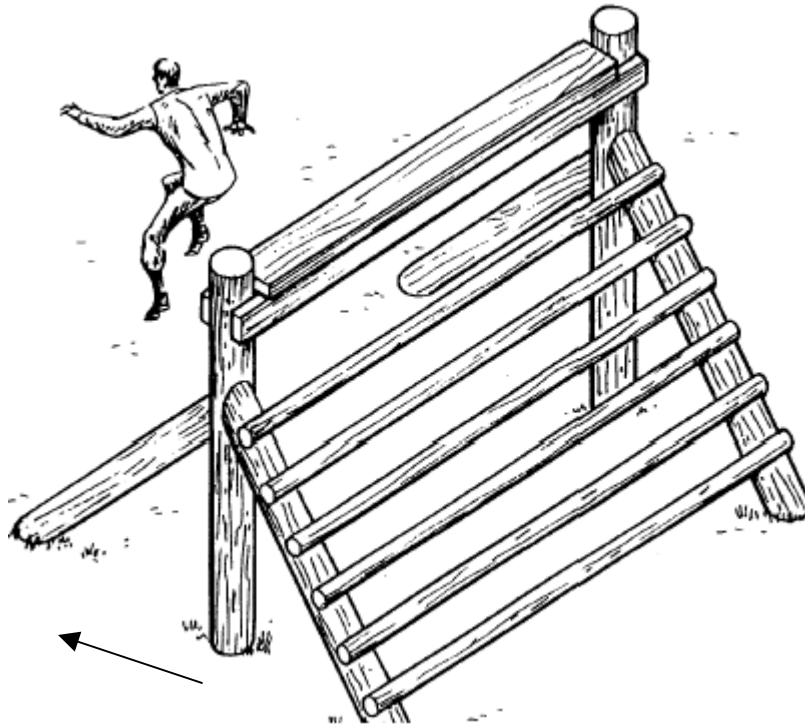
OBSTACLE NO. 10 - REVERSE CLIMB
“Medium”



Direction of Travel

1. **Completing the Obstacle:** The flight member must climb the inclined ladder from the under side, go over the top beam, and then go down the opposite side to the ground feet first. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one student may utilize each lane at any given time. The subsequent student may not begin until the preceding flight member (in their lane) has stepped off the obstacle.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** Flight members must touch all steps on this obstacle, both climbing and descending. If a member falls off that member is finished with that obstacle.
4. **Safety Considerations:** The flight member may lose his/her balance or grip on the starting point and fall backwards to the ground. Furthermore, when going down the opposite side of the obstacle, the flight member could slip off a rung and become entangled.

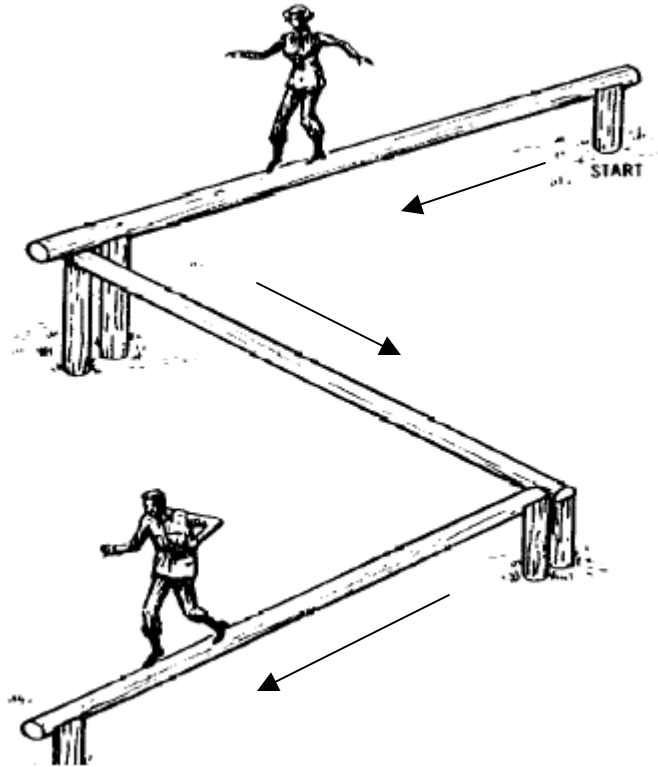
OBSTACLE NO. 11 - JUMP AND LAND
“Difficult”



Direction of Travel

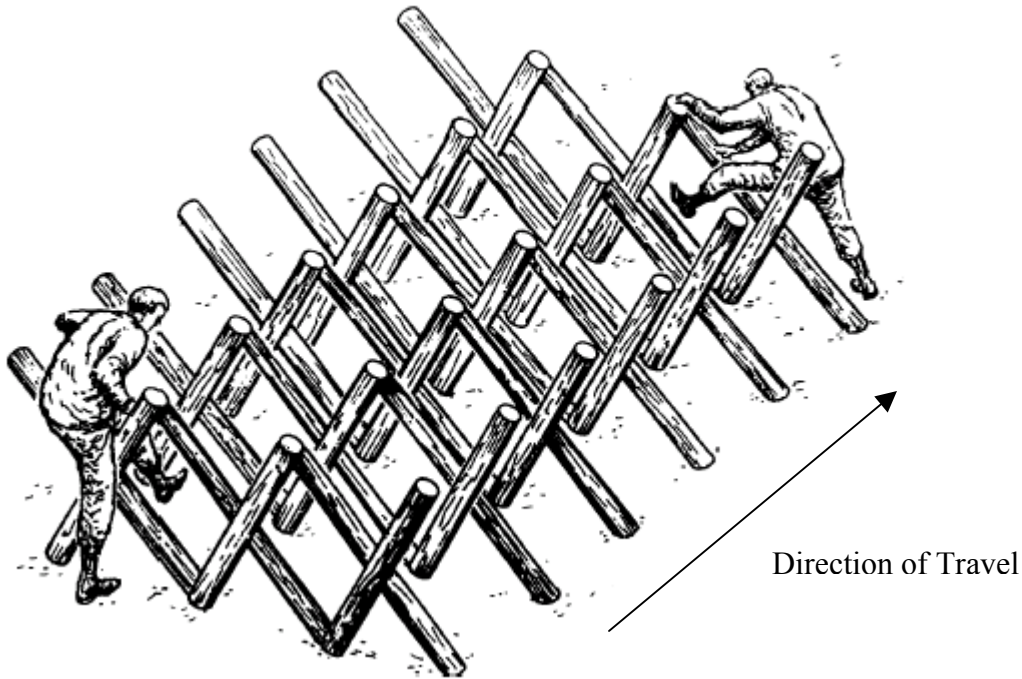
1. **Completing the Obstacle:** The flight member must touch each step while climbing the inclined ladder to the top platform. Then, with both feet on the top platform, jump to the ground. Flight members must jump from a standing position. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one flight member may utilize each lane at any given time. Subsequent flight members may not begin the obstacle until the preceding flight member in his/her lane has jumped from the platform.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** N/A
4. **Safety Considerations:** When the flight member goes up the ladder, the foot could slip off a beam causing the flight member to become entangled and incur serious injury.

OBSTACLE NO. 12 - THE WALK ACROSS “Easy”



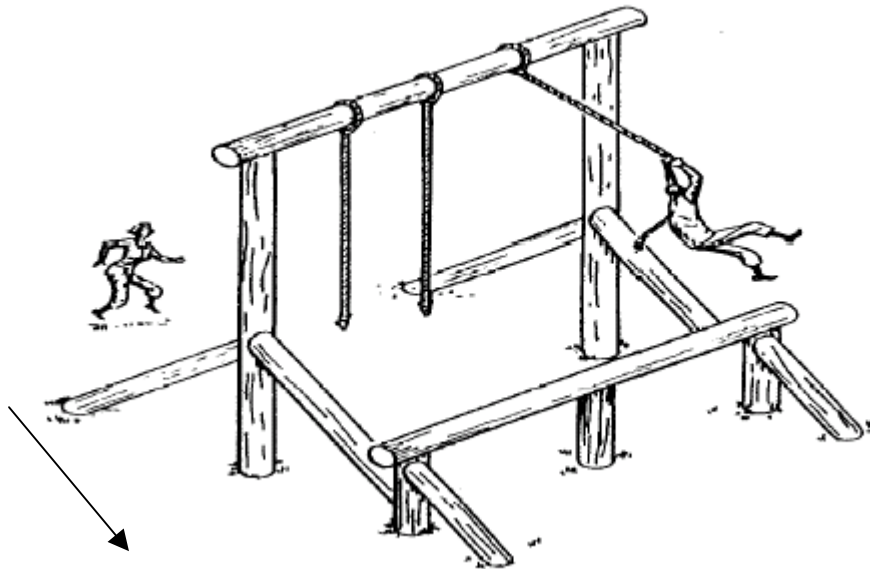
1. **Completing the Obstacle:** The flight member must proceed along the three logs without falling to the ground. After mounting the obstacle, hands may not be used to touch the logs.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** If a flight member falls off, that flight member is finished on this obstacle. There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** If a flight member does not retain balance, a fall to the ground could occur. Use extra caution when transitioning between logs.

OBSTACLE NO. 13 - THE TOUGH NUT
“Medium”



1. **Completing the Obstacle:** Flight members may use their hands to assist in stepping through the obstacle. Although competitors may step on the “Xs” in order to negotiate the obstacle, at least one foot must touch the ground between each row.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Consideration:** If a flight member does not step high enough over each “X” portion, a groin, leg, knee or facial injury may occur. Flight members must be aware of others on the obstacle.

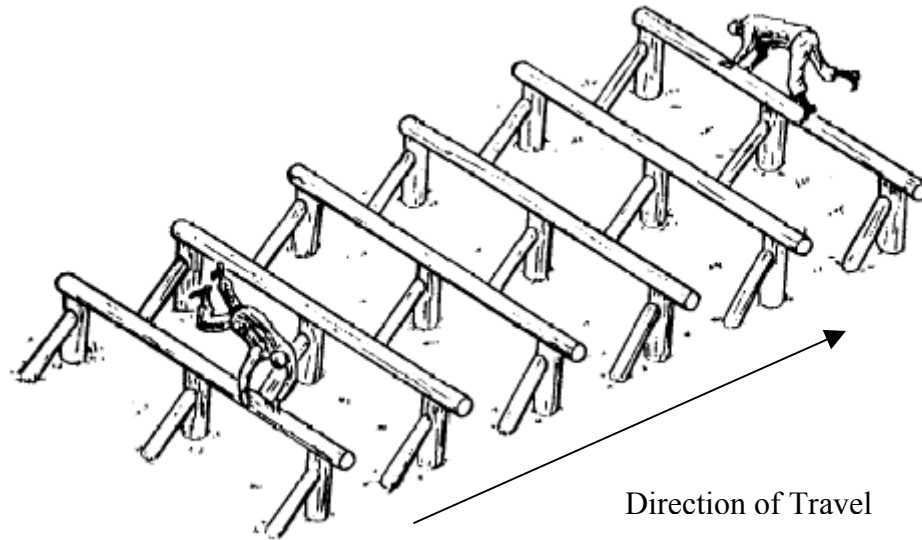
OBSTACLE NO. 14 - SWING, STOP, AND JUMP
“Easy”



Direction of Travel

1. **Completing the Obstacle:** The flight member must grasp a rope, swing the body forward, and land with both feet on top of the log, come to a stop and then jump to the ground. Both hands must be on the rope during the swing portion of negotiating this obstacle. While a short run is required to grasp the rope, flight members must maintain control. Only one flight member may be on the rope at any time. Subsequent flight members may not grasp the rope until the preceding flight member jumps into the pit. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one flight member may utilize each lane at any given time.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** N/A
4. **Safety Considerations:** A flight member may not gain the necessary momentum when swinging the body to the log. Not enough momentum may result in the shin, back or a leg striking the log, while too much momentum could cause the competitor to overshoot and strike the log on the backward movement. Also, the flight member could lose his/her grip on the ropes and strike the adjacent support braces. **Use two hands on the rope.**

OBSTACLE NO. 15 - SIX VAULTS
“Medium”



1. **Completing the Obstacle:** The flight member must vault or climb over each log. Subsequent flight members should not proceed over the next log until the preceding flight member ahead has cleared the landing zone.
2. **Penalties:** Penalties will be assessed for any of the following three reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction (3) Failure to adhere to any instructions given by the safety observer.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** This obstacle has minimum safety risk. If a flight member does not gain sufficient height a groin, leg, or knee injury may occur. Flight members should maintain lane integrity.

8 STUDENTS PER OBSTACLE

(Minimum of 8 obstacles per student)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Stud 01	X							X	X	X	X	X	X	X	X
Stud 02	X	X							X	X	X	X	X	X	X
Stud 03	X	X	X							X	X	X	X	X	X
Stud 04	X	X	X	X							X	X	X	X	X
Stud 05	X	X	X	X	X							X	X	X	X
Stud 06	X	X	X	X	X	X							X	X	X
Stud 07	X	X	X	X	X	X	X							X	X
Stud 08	X	X	X	X	X	X	X	X							X
Stud 09		X	X	X	X	X	X	X	X						
Stud 10			X	X	X	X	X	X	X	X					
Stud 11				X	X	X	X	X	X	X	X				
Stud 12					X	X	X	X	X	X	X	X			
Stud 13						X	X	X	X	X	X	X	X		
Stud 14							X	X	X	X	X	X	X	X	

- Matrix shows a suggested line-up for 14 students
- Each student has to appear in at least eight obstacles

Obstacle Course Safety Guidelines

- Hydrate, Hydrate, Hydrate
 - Even though this is a timed event, don't forsake safety for time
 - You cannot start an obstacle without safety spotters in proper position (flight commanders will direct safety positions)
 - On high obstacles ensure you have safe footing
 - Most obstacle are made of wood and rope, use gloves when appropriate
 - Safety observers should always be prepared!!
 - If you cannot make an obstacle, stop and get off that obstacle.
- SAFETY IS PARAMOUNT**

DEBRIEF

(Note: The obstacle course is about flight building. It allows the students to put flights together taking into account the strengths and weaknesses of their flight. It is also about problem solving and communication, and leadership. Therefore, the debrief should be geared towards these topics, and how they relate to their real jobs in the Air Force.)

Sample debrief questions

What examples of leadership have you seen in this process?

What did you learn about your leadership?

Did anyone step up and lead the group?

How did you all do and what did it have to do with leadership?

What examples of problem solving did you see and how did you react to that?

What did you learn about your ability to problem solve?

What examples of good or bad communication did you see going on?

How did that affect you as a flight?

What could you have done differently to make communication better?

Individually, what are some of your strengths and weaknesses?

As a flight, what are your strengths and weaknesses?

Why is it important to understand the strengths and weaknesses of people on your flight?

What does this have to do with the real Air Force? (Expect a lot of different answers. The point of this question is to get them to apply the concepts of leadership, communication, and problem solving to what they do or will do in the Air Force, and how important it is)

(Note: This is not an all inclusive list, but it is meant to help the flight commander to help the student understand that this is not just a fun exercise, but has important lessons that can be learned)

BT OBSTACLE COURSE